

# SACRAMENTO DAILY RECORD-UNION.

DAILY UNION SERIES VOL. L—NO. 10,241.  
DAILY RECORD SERIES VOL. XXVIII.—NO. 5245.

SACRAMENTO, THURSDAY MORNING, FEBRUARY 7, 1884.

DAILY RECORD UNION SERIES.  
VOLUME XXVIII.—NUMBER 5245.

## WANTED, LOST AND FOUND.

Advertisements of freelines in this department are sorted for 25 cents for one time; three times for 50 cents, or 75 cents per month.

**E**PIRATES—THESE CAME TO MY  
home in the middle of October, one Light Bay  
man brandished a on the left shoulder and a on  
the right, and a on the end of one  
is between 7 and 8 years old, and had on 4 shoes.  
Also, one black cat, about 3 years old, old marks.  
The men were armed with cutlasses and  
paying charges, (to be paid.) JOHN WILDS, Folson.

**L**OST—ON FRIDAY, FEBRUARY 5.  
Lost, a Part Brown Sow, Part Pig, 1  
month old, a great favor to an orphan child by returning it to  
1317 Fourth street, or to H. MORRIS, 1304 Fourth  
street, between 7th and 8th, and a man, John Wilds,  
paying charges, (to be paid.) JOHN WILDS, Folson.

**S**TEWARD'S INFORMATION  
RECEIVED—The recovery of eight  
head of Cows and \$100 re-  
ward for their recovery at Sacramento.  
The Cows—THOMAS COOK, Creek, in Sutter  
county. Ear-mark of cattle is a swallow form,  
with the tail left off, and a small tuft of hair  
with a P on left tip; lost in the vicinity of Lin-  
coln, January 23, 1884. Information sent to JACK-  
SON WILSONSON, 407 K street, Sacramento.  
feet 218.

**L**OST—A BROWN, SMALL-SIZED  
Hunting Sow, white spots breast,  
Johnston, 119 K street, or to the Post Office, or the  
Post Office, will receive \$10 reward.

**W**ANTED—AN ENERGETIC TRAVELING  
MAN to represent the California Life  
and Accident Association. Apply personally or  
by letter to the Secretary, 1304 Fourth street,  
Sacramento, or office 818 K street, Sacramento, Cal.  
feet 218.

**S**20 REWARD—LOST IN THIS CITY OF  
SACRAMENTO—Dinner, 18th and  
finer will please leave the same at this office and  
receive the above reward.

**E**MPLOYMENT OFFICE,  
Houston & CO., Fourth and B streets.

**F**ARMERS REQUIRING PLOW HANDS,  
send in your orders, as we have some first-  
class men to offer you. Apply to the office  
under the work. Also, first-class Male and  
Female Help for hotels and private families. Branch  
offices in all the cities where we can find work,  
at the shortest notice.

feet 218.

**C**aloric Vita Oil. THE WONDERFUL MED-  
ICINE—A fine and renowned healer,  
for use by the leading wholesale & retail druggists  
of Sacramento, and dealers in medicines throughout  
the Pacific Coast.

feet 218.

**F**OR LET OR FOR SALE.

Advertisements of freelines in this department are  
sorted for 25 cents per week.

**T**WO LET—A COTTAGE ON P STREET,  
between eleventh and seventeenth, with  
five rooms, large yard and barn. For parts  
and inquiries of Mrs. A. Barnett, 163 K street.

**F**OR SALE—A PAYING, WELL-ESTABLISHED  
business, with a large amount of  
small capital required. Address "OPPORTUNITY,"  
Brown Union Office.

feet 218.

**F**OR SALE—NICE FARM, 150 ACRES,  
town, Vineyard, Orchard, Fruits, Grain and  
Hay; 5 miles of land not cultivated; full buildings  
and out-houses. Particulars, 1304 Fourth  
street, northwest corner Fourth and M streets. In-  
quires on premises.

feet 218.

**L**AND FOR SALE—120 ACRES AT \$150  
per acre, for a few miles from Sacramento.  
Inquiries, 1304 Fourth street, Sacramento.

feet 218.

**F**OR SALE—NEW TWO-STORY FRAME  
house, 11 rooms, with all modern im-  
plements, 1304 Fourth street, Sacramento. In-  
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## THIS MORNING'S NEWS.

In New York yesterday Government bonds were quoted at 120 for 4s of 1867, 114 for 4s, 101 for 5s; sterling, 84 3/4 for 5s; 101 for 6s, 100 for 5s; silver bars, 111.

Silver in London, 504d; consols, 10, 11-16d; 5 per cent. United States bonds, extended, 105; 4s, 12d; 4s, 11d.

In San Francisco Mexican dollars are quoted at 57-80 cents.

Mining stocks in San Francisco yesterday were quoted at 120 for 4s of 1867, 114 for 4s, 101 for 5s; sterling, 84 3/4 for 5s; 101 for 6s, 100 for 5s; silver bars, 111.

Silver in London, 504d; consols, 10, 11-16d; 5 per cent. United States bonds, extended, 105; 4s, 12d; 4s, 11d.

The number of passengers moved one mile in the New England group was 1,107, 645,086, at a charge of 2.1 cents per mile.

In the Middle States group, 2,356,226,675, at a charge of 2.3 cents per mile; in the Southern group, 559,577,836, at a charge of 2.6 cents per mile; in the Western group, 2,708,268,037, at a charge of 3.2 cents per mile; in the Pacific group, 351,942,279, at a charge of 3.1 cents per mile.

The total movement on all the roads equalled 6,334,048,765 persons moved one mile, at a charge of 2.6 cents per passenger mile.

The average rates above given are not obtained by subtracting from the system of transportation of each commonwealth or section of country the heavier passenger traffic to the most populous part of any system, but is the average obtained by strength, but that they have augmented their wealth and striven between different classes in

would have done if he had been a Railroad Commissioner and not a demagogue. Mr. Foote, who has scientific knowledge of the subject, gives the average rate for 1882 at 3.1 cents per mile. In 1883 the rates descended to 2.92 per mile, and under the operation of a four-cent maximum will exhibit a still further decline in the statistical tables of 1883-4. But what becomes of Mr. Foote's assertion that the eccentric average obtained, after deducting a part of the traffic, "is twice as great as that exacted by all Eastern roads?"

The New England group, which received 1,107,645,086 fares for one mile, charged 2.1 cents per mile. The Middle States group, which carried 2,356,226,675, charged 2.3 per mile. The Western group, taking 2,708,268,037, charged 3.2 per mile; while the Pacific group, taking but 351,942,279 fares, charged 3.1 per mile.

Taking these two latter figures, the Western group carries very nearly nine times as many passengers as the Pacific group, and charges one-tenth of a cent more per mile. But doubling these figures, and the inquirer has a sum much greater than 372, the fantastical average which is paraded and discussed by Mr. Foote.

There are several points to which Mr. Foote has failed to give due consideration. In the first instance, he has failed to show what average would be produced upon the New England group, or the Middle States group, or the Southern group, or the Western group, or any other part of the great system of transportation of the country, if she should subtract from the aggregate the cheapest rates in the system and find his average by treating only the remainder. In the second place, Mr. Foote has abandoned all show of fairness in attempting to compare averages relating to Eastern systems with a false average relating to the Pacific system. In the third place, he has asserted that which is untrue, in declaring that his fare and distorted average, as relates to the Pacific system, is double that of the average obtained throughout the country. With the consequences this statement of fact entails, we leave him to face to face.

## THE CITY LEVEE QUESTION.

The report of the Citizens' Committee on the levee defense of Sacramento is a valuable document, for it announces the result of careful examination by practical men who have large interests at stake.

It is a gratifying report, because it shows that our system of levees is very superior, and that these embankments are very strong, and in largest part gigantic in proportion. But as nothing is stronger than its weakest part, the lowest and thinnest of the levees, and those which are exposed to the greatest action of either of our rivers, must constitute the measure of strength for the whole system.

The committee is very earnest and warns in its expression of satisfaction with the embankments, and they are justified in it fully. The city some years ago entered upon the plan of each year adding to the levee defenses, by increasing their height where needed until uniformity of grade is reached; by increasing the outer slopes and fortifying them against wash and the depredations of rodents, until absolute impregnability shall be attained. To this a regular levee fund has been maintained, and so far as we can learn there has been manifest no disposition to decrease it, or to cease the yearly replenishment of it, or even an annual application for the purpose stated.

In the discussion of the transportation problem of this State, the influence upon the average rate per mile of the passenger traffic between San Francisco and Oakland has been frequently referred to. Mr. Foote has evidently supposed that a very large point might be made against the rate of transportation on this coast by comparing it from the aggregate of passenger traffic of San Francisco and its suburban dependencies. This he did, and ascertained that by making this deduction the average rate per mile per passenger in California was 3.72 cents; that the average rate, including the Oakland and Alameda traffic, was 2.92 cents.

Averages are obtained everywhere by treating aggregates. But Mr. Foote wanted to make a special showing, and one as unfavorable to the transportation lines as the very impartial genius of this public officer might invent. To do this he abandoned the ordinary method of treating aggregates, and, subtracting the lower rates, founded his average upon the basis only of the higher rates charged in the system. Now, having done this, Mr. Foote takes the result and attempts to compare it with the average rate charged upon Eastern roads. It was certainly known to him that the one-sided figures produced by subtracting the lower rates, should be compared with rates deduced by the same process upon Eastern systems.

We charge distinctly that Mr. Foote knows that in every commonwealth of the State there are particular portions where the population is more dense, where suburban towns, by reason of intense communication with large cities, furnish a large volume of traffic, and that the Oakland situation has its parallel in the transportation system of nearly every State in the Union. As, for instance, the suburbs of Boston in the State of Massachusetts, of New York in the State of New York, of Philadelphia in the State of Pennsylvania, Chicago in the State of Illinois, etc. But, notwithstanding his knowledge upon this subject, Mr. Foote finds an average after deducting the lowest schedule of transportation, and attempts to institute a comparison between the average rate thus produced and the averages deduced to exist when no such partial and false standard has been set up.

But this is not the full extent of Mr. Foote's offense. In addition to unfairness he has been guilty of distinct and specific untruth, of which untruth we shall speedily convict him. He says: "The average rate of 3.72 per mile is twice as great as that exacted by all Eastern roads." We believe the Board of Trade and the Trustees have sent on indorsements and petitions, but more still should be done, if we receive anything it will be because of persistence of effort.

THE DESIRED PUBLIC BUILDING.

Reports favorable to the erection of government buildings have been made by committees in Congress, for San Francisco and Carson City. This indicates a disposition on the part of Congress to be liberal in this respect, and gives encouragement to the hope that the claims of Sacramento for a postoffice building will be considered favorably.

Certainly the action had on Tuesday warrants us in pressing our claim. This has not been done as yet with the vigor which should characterize this people. No petition before Congress has been set up.

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THE QUEEN'S SPEECH.

Washington, February 6th.—Mr. Slater introduced a bill in the Senate, Friday or Saturday, to prohibit the English from buying a Wisconsin railroad company, a right of way through public lands and a right to construct bridges over navigable watercourses in Parliamentary elections throughout the United Kingdom. The reference to Egypt indicates a disposition of the Government to wash its hands of responsibility for the disasters in the interior of the Soudan. On the whole, the document is very strong, but that has been augmented by the House adjourned.

THE SECRETARY OF STATE.

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